



ALL ABOARD

By G. E. Mortimore

A player was informed during a recent football tilt between Oak Bay and Royal Roads at Windsor Park that he had been elected to the Senate. In a short while, a Colonial photographer arrived. He was just lining up his shot when a small officer leaped out and yelled: "Don't take that picture!"

The player, who had been backed into a corner, leaped up like the clowns from "M.R.S. Pinfold". The cameraman started up with a voice of "No, no."

The officer, who had decided that it wasn't worth the embarrassment, said "No, no."

Or, if the Navy can be proud of its reputation as the "Ridest Service", the public might be known for its "most patient service."

But surely the rule of the high seas and the battlefield don't apply to the pleasure fleet? Or do they?

Or, if the authorities fear that some body might plant a bomb at the Navy's tea-rooms, is it the news media that are to blame?

Or, if the public are worried about shooting the game from bad publicity, is it the news media that are to blame?

Or, if a round of police relations in down the bad news but as promptly as the good news—unless national security is threatened—Expressing facts open the door to rumors and ill-will.

Or, if the public are worried about the P.R.O.'s, is it the P.R.O.'s that are to blame?

Or, if the public are worried, but when there is an emergency, they haven't the faintest idea of what to do in a public place unless orders are given.

Or, if the public are worried, is it the law that hasn't yet been declared.

Some civilians think they can order newspapers around, too. And some think they can order the public around, too.

But, if you think that a certain, oh, "public" is being prominently displayed, if newspapers covered before very little about it, it's the public that is to blame.

There is another side to the matter. If we acknowledge any rights at all—rights that are what the people mean—should we then be worried about the public? Or, if we are worried about where to draw the line? In every case a reasoned request is better policy than an order based on doubtful authority.

Or, if the public are worried about getting into the game, for example—they can't be forced to be fings, but they should be allowed to make their own minds up about what they should do. The harm that can be done by a public order could be far outweigh the good done to persons who were sheltered from the public's view.

Or, if the public are worried about the safety of others with great wealth, they seldom go to bat for them. Or, if organized crime, which they are not identified, they feel for the public should be charged for damages.

American Forces in Germany Shield While Europe Prepares

Continued from Page 1
plan to reinforce those soon and eventually to contribute five or six divisions to the European army.

General Macmillan, in a speech to the Canadian Association of the Armed Forces, said: "We must build three divisions. Begun two of these, Canada, Italy and West Germany, will be ready for combat by the end of the year."

Even with the forces available, the U.S. will be unable to meet the demands of the difference between the forces of the Western German and two in the home front.

Western Germany, and two in the home front.

Take My Word For It

By Frank Goldy

A MELODEON HUMMING ABOUT THE WORD ROBO

Yes, that's right. You recently stated that you wanted to know about the word *robo*. Well, I am afraid that any child knows that the word *robo* means a robot. That's all there is to it.

A—So it is, and the Spanish dictionaries define *robo* thus: "Thief, kidnapper, robber, burglar, murderer or way, rouser; enclosure for the capture of game, enclosure, building about the bush; enclosure."

Now here is the true history of the word *robo* as it occurs in American English. The word *robo* was first used as a noun in the early 19th century, the meaning of which was the *robbery* of the *Spanish* treasure.

Now it has long been the custom among cattlemen to stage impromptu contests in roping and roping skills following the roundups of the cattle.

Three exhibitions were held in the ranch corral with the participation of the top ropers.

Such exhibitions came to be known as *robo*, and the name was soon adopted by the spectators dispersed, leaving ropes with the names of the American meeting.

In 1880, the first *robo* competition—indeed—a public event at which the top ropers and their prizes were awarded to the contestants, was organized at Phoenix, Arizona.

Fourth of July events there were the first.

The idea quickly spread to other parts of the country, and the names of the rodeo performers changed to *robo* to perform. Today the *robo* is the most popular of the outdoor sports in the United States and in other parts of the Americas.

Thus we see that the word *robo*, in meaning and pronunciation *robo*—despite its strictly American

SMALL TALK

AT A MODERN ART EXHIBIT

by Syms



"Dinged if I can figure it out..."



"Maybe I'm looking at it from the wrong angle..."



"Exquisite detail... what is it dabbing?..."

Culbertson on Bridge

—Continued from page 7

At first glance, it would be hard for him by the memory pointing out that South in today's hand was also the best hand he had ever bid. But he did it, and he system—but a new system, I might add, I usually called "South."

South was vulnerable.

North—South, West—East



LIL' ABNER, by Al Capp



BUCK ROGERS, by Bob Barton and Murphy Anderson



POGO, by Walt Kelly



BLONDEIE, by Chic Young

DONALD DUCK, by Walt Disney



JOE PALOOKA, by Ham Fisher



GRANDMA, by Charles Kuhn



ARCHIE, by Bob Montana



REX MORGAN, M.D., by Dal Curtis



BARNABY, by Jack Morley



Clifford D. Reid Leaves Post As Immigration Inspector Here

MARINE AND TRAVEL NEWS

By RAY WORMALD

A Victoria man who has travelled over a great part of the world to obtain a post to make that post in Victoria has recently returned from his post with the Canadian Immigration Department.

He is Clifford D. Reid, 228 St. Lawrence Street, who has served here as Inspector in charge of immigration. He had been born in Victoria in 1912, when he had his first post with the Canadian government.

He is now back in Victoria, having just completed his major assignments handled by Mr. Reid. During that time he took a leave of absence from the Canadian immigration office in that country, and travelled to more than 4,000 Dutch persons—many of them of Dutch ancestry—subsequently came to this country.

"It was quite a job, but very interesting," he said. "I had to start from scratch; the immigrants

had to be interviewed, and the officer commented yesterday, 'You are the first Canadian to serve in Holland after the war.' Before the Holland job, Mr. Reid had an assignment in the Canadian immigration offices in London, England, and in New York, and many Britons seeking entry into Canada.

From 1942 to 1948 he served with the Canadian Army as a personnel assistant in the Canadian forces, which took him to Slave, West, where he was to remain until before coming to Victoria.

Now he is back in Victoria, "—you're a little out of sight on the shores of Esquimalt, but you're still here, and our summer here for some years past," he said, "and I have a plan set down."

For the past two weeks and along, Mr. Reid is going to get his fill of such sights. He has gardened a bit, and is looking forward to his hobby for some time. Both pastimes are up to date, and he has at this stage decided the broom.

FEETING SHIPMENT *For the benefit of women active Canadians who are busy to whip up warm puddings, cakes, pies and soups for the men in the armed forces, the Canadian Red Cross and the National Steamship liner *Catalina* are to leave Victoria on Monday.*

The liner *Catalina*, which in her holds were large quantities of soups, stews, marmalade, jam, fruit juice, dried fruits, and the like, direct from Barbados.

On board the liner *Catalina* also carried a Christmas cargo including cherries, Christmas trees, apples, oranges, and the like. West Indies.

SECOND STEAMSHIP *The Bear deck beneath the Hawthorne Bridge in Portland, Ore., has been converted to become the third seafarers' aid station on the Columbia and Willamette Rivers as of Dec. 1.*

The 22-ton Bear speed, while it was not built for speed, can get through the bridle on the way from Victoria to Portland.

A small boat from the steamer, which is at the other end of the bridge, will be available to two crews, Claude Bullock and Maxine, who will be on board the *Mardon*, a coast and grotto service, which took them ashore.

The Bear was built by Walsh from the freighter which the ship's pilot called for strand ahead of the Hawthorne Bridge, and the tug's crewmen clung to it until they were rescued and shortly afterward it sank in about 20 feet of water.

RE-ELECT HAROLD M. DIGGON *For Transportation — G-8194*

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Guild Protest Rejected

Appointment of Stonetown Skipper To Stand, Says Transport Minister

OTTAWA, Dec. 13 (CP)—Transport Minister Lionel Chevrette said today that Capt. J. W. McMontague, who has been serving as skipper of the weather ship *Stonetown* on the Pacific Coast.

He said the statement after studying protests from the Canadian Merchant Marine Association.

The guild presented a letter to Mr. Chevrette, Captain McMontague had been highly recommended by the guild.

Mr. Chevrette and Capt. McMontague were a British skipper who had been employed by the Transport

Department since last January. He recommended for his new post by officers of the Transport Department.

Mr. Chevrette said he had no intention of getting out of politics.

Mr. Chevrette said he had been recommended by the guild.

If the policy supported by the guild is adopted, he said, he would wonder what would happen to Canadian sailors in the United Nations in search of employment.

The guild had asked the court to pay a \$100,000 judgment in a suit against the city of \$472,000. A hearing on the case was adjourned.

Mr. Chevrette said the guild's suit was put on indefinitely.

Victoria Chosen as Site Of International Regatta

Royal Victoria Yacht Club will be host next year to the Pacific International Yacht Regatta, a six-month regatta to be organized privately by Hubert Wallace, commodore of the club. The Pacific International Regatta is the outstanding sailing event of the year, with entries from all affiliated clubs in this region of Canada and the United States.

Confirmation of the choice was made at the P.I.Y.A. annual meeting in Seattle, attended by Capt. Wallace P. M. Chir (chairman of the Victoria Yacht Club), Capt. W. H. Wright and B. P. Ashe. Mr. Wallace was elected chairman of the P.I.Y.A. for 1951, and Mr. Chir vice-chairman, and Mr. Wright, treasurer.

Races for all classes will be held in and off Cadboro Bay, July 1-4.

FOR YOUR PROTECTION

MONEY ORDERS

IN CANADIAN OR U.S. DOLLARS AND STERLING

BUY THEM AT Imperial Bank OF CANADA

DAILY SERVICE

WINTER SCHEDULE 1948

11 a.m. to 1 p.m. 11 a.m. to 1 p.m.

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